

BRITISH CIVILIANS FREED FROM APPAM

Belligerents Must Remain on
Liner Until Their Status Is
Established.

(Continued from First Page.)

ferri of Eureka county Nevada. He
boarded the Appam at Seaside, West
Africa, and carried American pass-
ports. No international complications
regarding his detention as a prisoner
of the Germans are expected. He had
no complaint to make regarding his
treatment.

Off Newport News.

The Appam arrived off Newport News
at 10 o'clock this morning, anchoring
near two German merchantmen.

The liner was immediately surrounded
by ship chasers and launchers. Capt.
J. E. Williams, immigration officer,
went aboard. A few minutes later Col-
lector Hamilton arrived from Norfolk,
going straight to his office in the cus-
tom house.

"The Appam has come here to dis-
charge her passengers," said Mr. Ham-
ilton. "How am I treating her? Well,"
he smiled, "I am treating her as a Brit-
ish merchant ship that has arrived here
flying the German naval ensign, under
command of a man who asserts he is an
officer of the German navy."

He added that the State Department
had not officially ruled on the liner's
status. He said Captain Williams, of
the Immigration Service, was to be in
charge of the landing of passengers, and
that with the exception of the German
prize crew and the twelve Britishers
against whose landing the Germans
have protested, everyone is free now to
go ashore.

Until all the questions regarding the
status of the liner had been decided by
Washington, the Appam will remain in
American custody.

Sealed in Bond.

The collector said that, with the ex-
ception of the British colonial officials,
whose luggage is particularly heavy, all
passengers' luggage would have to go
through customs.

The luggage may be sealed here in
bond, sent to New York, and put
aboard the steamer on which they sail
to Europe.

Capt. Guy Gaunt, British naval at-
tache, is looking after the British
passengers; J. S. Andrews,
acting appraiser of the port, will be in
charge of all luggage inspections.

The shifting of the vessel today is the
latest in a series of rapid developments
in the case which began late yesterday
afternoon.

Those Released Yesterday.

It resulted in the unconditional re-
lease last night of several of those held
aboard the Appam, including:

Sir Edward Merewether, K. C. M. G.,
K. C. V. O., British governor general
of Sierra Leone, and Lady Merewether;
Frederick Seaton James, C. M. G., sec-
retary administration of Nigeria; Col-
onel Chief Fuller, of Ashanti, Gold
Coast, and Mrs. Fuller, ex-vice
master, steamer Trader; Ralph T.
Yeates, master steamer Author; David
Baker, master steamer Corbridge; Rob-
ert Reid, master steamer Aradine; John
Brockett, master steamer Thomomby,
and John P. Jones, master steamer Par-
ingford.

The release of the crews of the ves-
sels, all of which suffered capture by
the Appam, will come some time today,
together with the landing of the remain-
ing of the crew of the ill-fated ship
McTavish, the Australian mail clip,
which was sent to England on a ship of
the Canary Islands the day the ocean-wre-
ck of the Appam began.

After the British officials and ships
captains had returned to the Appam
last night from the conference at the
Chamberlain, it was announced that
any first-class passengers who so de-
sired might go ashore at once.

Will Sail Saturday.

A launch had been kept waiting for
the Elder Dempster Company, repre-
senting the Appam's owner, and she im-
mediately went alongside the prize.
Several passengers immediately went
aboard and were taken to Norfolk.

"They plan to leave today for New
York, to sail for England on a ship of
the same line as the Appam, which is
scheduled to clear on Saturday."

Most of the passengers are still
aboard, however. Mr. James and a few
others put up at the Chamberlain last
night. The skippers of the sunken ves-
sels, however, returned to the Appam
to spend the night.

The landing of most of the prisoners
from the Appam, while partially dis-
solving the mystery which the young
German prize officer wrapped about his
craft upon her unbridled arrival here
on Tuesday morning, and which he
evidently maintained until last night, has
not, however, in the opinion of officials
here, cleared the international obscurity
of the case in the least.

It is pointed out that the instructions
sent to port officials by the State De-
partment yesterday indicated that, so
far as the United States Government
was concerned, all aboard the Appam
might land, with the exception of her
prize crew.

These the United States was prone to
regard as units of an armed belligerent
force.

When Prinz von Hatzfeldt, the coun-
sellor from the German embassy, learned
of this, it is said that he immediately
protested against the landing of four
British army officers who claimed to be
among the crew of the Appam.

The crew, he contends, is resisting
capture, had constituted itself in the
eyes of international law an armed
belligerent force.

Together with these points, there still
remains to be settled the question raised
by Prinz von Hatzfeldt, that Germany,
in the matter of the Appam, will stand
upon the provisions of Article 19 of the
treaty of 1864 as revised in 1912, not to
mention the final disposition of the
Appam herself, for the surrender of
which, a demand has already been made
by the British representatives.

And practically every one of these
questions will have to be met and
answered by the State Department be-
fore the journey of the Appam here can
be regarded as a closed incident.

Compromise Reached.

The events leading up to the partial
clearing of the official atmosphere, be-
gotten by the presence of the Appam,
trod fast upon one another's heels fol-
lowing the conferences on board the
steamer between Collector Hamilton and
representatives of Germany and of
Great Britain.

PASSENGERS AT RAIL OF THE APPAM



—Photo by Mann, from Underwood & Underwood.

British prisoners, and arrange for their
transportation when released.

Collector Hamilton thereupon sug-
gested a conference ashore, and to per-
mit this, a British naval attaché, com-
mander Hamilton, gave per-
mission for the immediate release of
the governor, three high British col-
onials, together with the captain of
all the ships captured by the Appam.

A further compromise was made by
which the Appam, after having been
inspected by the British naval at-
tache, was to be released to the govern-
ment to represent his ship at the con-
ference, with the understanding that he
would return to the Appam.

This last compromise was made after
the collector had come ashore with
Prinz von Hatzfeldt. The waiting
room, and a score of British naval at-
tache, were pressed into service. Prinz
von Hatzfeldt occupying one room,
Captain Gaunt, another, and Collector
Hamilton, acting as envoy between the two hostile
camps.

Carried to the Ship.

As soon as the details of the early
release of the British colonial officials
and the shipmaster were settled, two
launches, crowded to the rails, put off
for the Government pier.

The first was the customs boarding
launch, carrying Collector Hamilton,
Prinz von Hatzfeldt, and a score of
peppermen, who believed that they
might at last be a chance of getting
aboard the Appam.

The second launch, following closely,
carried Capt. Guy Gaunt, the British at-
tache, and British Vice Consul Royle.
While the customs launch drew along-
side the Appam's landing stage, the
great black liner, docks deserted, rode
towards the Government pier, and the
German official started up the ladder
toward many of the Appam's pris-
oners, sending a look in the moonlight
of their confinement, through the
decks, while others thrust their heads
from the port holes.

A fresh-faced German sailor had run
hurriedly down the ladder to beg for
newspapers. His arms full, he ran
back to the Appam, shouting and
shouting to his fellows.

In a moment the big steamer was
transformed from a silent hulk into a
beehive of activity. The Appam's
dockers, sentry at the top of the ship's
ladder, frantically tried to warn the pris-
oners to withdraw from the rail.

"Yes, up a cigarette," the British
youth cried, and his request passed
along the rail. Still every man was call-
ing for a smoke.

Two or three attempts were made by
the newspapermen to pass in packages
together with the landing of the remain-
ing of the crew of the ill-fated ship
McTavish, the Australian mail clip,
which was sent to England on a ship of
the Canary Islands the day the ocean-wre-
ck of the Appam began.

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representatives of Germany and of
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BELIEVE ROON AIDED GERMAN PRIVATEER

Cruiser May Have Directed
Operations in East Atlantic
Raid.

NEWPORT NEWS, Feb. 3.—Among
rumors brought ashore today by pas-
sengers of the British liner Appam re-
garding the mysterious German sea
raider that captured her was a report
that a German naval ship, believed to
be the cruiser Roon, is assisting the
privateer in capturing the Appam.

It was alleged that the Roon was only
forty miles away, and directed the
raider's operations. A British naval
expert on the Appam is said to have
recognized one of the officers who
boarded the Appam as a member of
the Roon's crew.

Captain Harrison, the Appam's British
skipper, has advised the British
embassy in Washington of the rumor
regarding the Roon, but said the report
was without substantial confirmation.

Captain Harrison today expressed his
belief, however, that other German ships
were near the Appam when she was
captured by the raider, which he calls
the Panga.

The Roon is an armored cruiser of
5,000 tons with a complement of 350 men.
She is 400 feet long, 45 feet in beam,
and has a maximum draught of 27 feet.
She was completed in 1905, at Kiel, and
then had a speed of twenty-one knots.
She carries four 5.5-inch guns, ten 4-
inch, fourteen 2.5-pounders and four ma-
chine guns, and has four submerged
torpedo tubes.

In July, 1915, she was reported in a
Russian official dispatch as taking part
in a naval engagement in the Baltic.

ASKS COURT TO EJECT BOARDERS FROM HOME

Wash. P. Evans Charges They and
His Wife Practically Have
Dispossessed Him.

Wash. P. Evans, of 1511 Gales street
northeast, today filed in the District
Supreme Court a suit to eject from his
home, two boarders, A. J. Rogers and
the latter's wife.

In his bill for an injunction to restrain
Rogers from occupying the property, the
plaintiff alleges that his own wife, Mrs.
Evans, has "conspired" with Rogers to
prevent the petitioner from acquiring
possession of his property. Evans adds
that as a result of the occupancy of the
property by Rogers and the conduct of
Rogers and Mrs. Evans he has been
practically forced away from his own
home.

The bill sets forth that Rogers and
Mrs. Rogers came to live at the Evans
home in July, 1915, and in June,
1916, in November, Evans asserts, he
gave Rogers notice to move, but de-
clares that the latter has failed to com-
ply.

Turkish Crown Prince's Suicide Is Confirmed

BERLIN (via wireless to Saraville),
Feb. 3.—Constantinople dispatches to-
day confirmed the news that Prince
Yusuf Izzeddin, heir apparent to the
Turkish throne, committed suicide yester-
day because he had been ill for
some time.

The prince severed the arteries of his
left arm in the Zindilli Kuyu
palace.

Today's Sales.

Wash. Gas 57.5, \$1,000,000; \$1,000,000;
\$2,000,000; \$3,000,000;
Wash. Ry. 15, \$1,000,000;
Potomac Elec. 1st 57.5, \$1,000,000;
\$2,000,000;
Capital Traction, 1915, \$1,000,000;
Mergenthaler, 1915, \$1,000,000;
Lanston Monotype, 1915, \$1,000,000;
H. C. 1st 57.5, \$1,000,000;
Capital Traction, 1915, \$1,000,000.

Wholesale Produce Market

EGGS—Nearby, fresh, 25c per doz.; South-
east, 25c per doz.; Foreign, 25c per doz.
LIVE POULTRY—Hens, 15c per lb.; roos-
ters, 15c per lb.; live turkeys, 25c per lb.;
chickens, 15c per lb.; ducks, 15c per lb.;
geese, 15c per lb.; waterfowl, 15c per lb.;
veal calves, best, 15c per lb.; heavy,
25c per lb.; pork, 15c per lb.; fat sheep,
45c per lb.; lambs, 50c per lb.;
KIDNEY, PRIME, 15c per lb.;
TAYLOR WASH—Potatoes, 15c per barrel;
onions, 15c per bu.; \$5.00 per barrel; cab-
bage, 15c per barrel; turnips, 15c per barrel.

Ellen T. Chapman's Will Is Fled For Probate

Ellen T. Chapman, by an undated
will filed for probate today, bequeathed
her library to her nephew, Ashton T. or,
and devised the remainder of her estate
to her nieces, nephews, grandnieces and
grandnephews, to be divided equally.
Horace Ashton and Grace Ashton are
named executors.

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LOCAL AND N. Y. FINANCIAL NEWS

New York Stocks.

All transactions in stocks are on the basis
of dollars and cents, unless otherwise stated.
Quotations furnished by W. H. Hibbs &
Co., members of New York Stock Exchange,
Hibbs Building.

Alaska G. M. Co.	27 1/2	27 1/2	27 1/2
Allis Chalm.	29	29	29
Am Agr Chem Co.	70 1/2	70 1/2	70 1/2
Am Bt Sug Com.	67	66	66
Am Can.	63 1/2	62 1/2	62 1/2
Am C & P Co.	64 1/2	64	64
Am Coal Prod Co.	15 1/2	15 1/2	15 1/2
Am Cotton Oil.	53 1/2	54 1/2	55
Am Ind & Leas.	10 1/2	10 1/2	10 1/2
Am Ice Security.	20 1/2	20 1/2	20 1/2
Am Lined Co.	23 1/2	23 1/2	23 1/2
Am Locomotive.	67 1/2	67	67
Am Mfg.	102 1/2	101 1/2	101 1/2
Am Steel Found.	24 1/2	24 1/2	24 1/2
Am Sug & Ref Com.	113 1/2	113 1/2	113 1/2
Amer. Tel. & Tel.	127	127	127
American Tobacco.	200 1/2	200	200 1/2
Anacosta.	87 1/2	86 1/2	86 1/2
Atchafalpa.	104 1/2	103 1/2	103 1/2
Baltimore & Iron.	45 1/2	45 1/2	45 1/2
Bethlehem Steel.	47 1/2	46	46 1/2
Baldwin Loco. Work.	112 1/2	112 1/2	112 1/2
B. F. Goodrich.	73 1/2	71 1/2	72 1/2
Brooklyn Rap. Tran.	80 1/2	80 1/2	80 1/2
Calif. Petrol.	32 1/2	31	31 1/2
Canadian Pacific.	122	120 1/2	120 1/2
Central Leather.	53 1/2	53	53 1/2
Chesapeake & Ohio.	63	63	63
Chl. & Great West.	13 1/2	13	13 1/2
Chl. & M. P. Ry.	14 1/2	14 1/2	14 1/2
Chl. M. & St. P. Ry.	97 1/2	97 1/2	97 1/2
Chicago & N. W.	120 1/2	120 1/2	120 1/2
Baltimore & Iron.	45 1/2	45 1/2	45 1/2
Consolidated Gas.	138 1/2	138 1/2	138 1/2
Continental Can. Co.	82	77 1/2	80
Corn Products.	23	22 1/2	22 1/2
Cruible Steel Co.	70 1/2	70 1/2	70 1/2
Cuban-Am. Sugar Co.	106	106	106
Ditcomb Securities.	47 1/2	46 1/2	47 1/2
Eastman Kodak.	20 1/2	20 1/2	20 1/2
Frie, lat. pfd.	54 1/2	54 1/2	54 1/2
Gen. Motors pfd.	111	111	111
Great Northern pfd.	122	122 1/2	122 1/2
Great Northern Ore.	45 1/2	45 1/2	45 1/2
Guggenheim Expl. Co.	22 1/2	22 1/2	22 1/2
Hilltop Central.	106	106	106
Inspiration Copper.	46	45 1/2	45 1/2
Inter. Harvester.	110 1/2	110 1/2	110 1/2
Kan. City South.	27 1/2	27 1/2	27 1/2
Lackawanna Steel.	83	82	82 1/2
Lehigh Valley.	77 1/2	77 1/2	77 1/2
Maxwell Motor Co.	73 1/2	73 1/2	73 1/2
Mex. Petrol.	106 1/2	106 1/2	106 1/2
N. Y. Air Brake Co.	37	37	37 1/2
N. Y. Central.	106 1/2	106 1/2	106 1/2
N. Y. N. H. & H.	67 1/2	67 1/2	67 1/2
Norfolk & Western.	118 1/2	117 1/2	117 1/2
Northern Pacific.	114 1/2	114 1/2	114 1/2
Pennsylvania R. Co.	57 1/2	57 1/2	57 1/2
Pittsburgh R. Co.	33 1/2	33 1/2	33 1/2
Southern Railway.	37 1/2	37 1/2	37 1/2
Fulman Company.	165 1/2	165 1/2	165 1/2
Ray Con. Copper.	24 1/2	24 1/2	24 1/2
Rel. Iron & Steel.	53 1/2	5	